

REMARKS

Claims 1, 3, 9 and 12 were rejected as being unpatentable over Nantz in view of Petite and Hoffman and further in view of Rabanne.

Claims 7, 8, 10, 11, 17 and 18 were rejected as being unpatentable over the above references and further in view of Van der Laan.

Claim 19 was rejected as being unpatentable over Nantz in view of Petite and Hoffman.

In the present amendment, it is proposed to amend claim 1 to include the limitations of depending claims 3 and 7-11, and to request reconsideration of the rejection of claim 19. All the other remaining claims would be canceled.

Nantz has a remote operated vehicle security system in which the remote is used to activate and deactivate an alarm system on a vehicle. As pointed out earlier, there is no suggestion for incorporating a GPS system in the remote.

Petite has a system for monitoring and controlling remote devices and was cited for the GPS receiver to provide location information to be combined with other data received from a remote device. Presumably the GPS received gives information as to the location of the remote device collecting data. The purpose of the GPS in this patent is to indicate where the data is being collected. There is nothing in this patent which would suggest incorporating a GPS device in a remote used to activate and deactivate an alarm system in a vehicle.

Hoffman shows a personal security and tracking system and was cited for use of an alarm system to indicate an emergency. The wearer carries a unit which has a button which when pressed the unit will send to a central station a location signal which the central station will use to pinpoint on a map the location of the wearer. Again, there is lacking any suggestion for incorporating such a feature into a remote used for activating and deactivating an alarm system in a vehicle. Also lacking is the feature of having operation stations positioned throughout the world.

Newly cited Rabanne has a system for tracking possessions and was cited for the continuously transmitted position signal. As pointed out in col. 5, both the parent and child units would have GPS devices so that the relative positions of the two units could be ascertained. It is not clear how and why the teachings of this patent could be incorporated into Nantz who only discloses a security system with a remote control for a vehicle.

Claim 1 as amended is very detailed, calling for a portable housing containing both a vehicle alarm activator and a transmitter for sending signals to a GPS system, with separate activation buttons for each of them, a key ring for the portable housing, a speaker for giving an audible signal upon activation of a button, a slidable cover for the housing, a clip for attaching the housing to an article of clothing, and a pair of visual indicators. The claims also includes details of the transmitting device.

Claim 19 recites a combination vehicle alarm and personal locator system having a portable unit containing both 1) a vehicle alarm apparatus for remotely activating and deactivating an alarm signal in a vehicle and 2) a transmitting device continuously

transmitting location and user identification information to a GPS system for issuing a location signal for the portable unit. As already noted, this combination of features for a portable unit is not suggested or taught in the references of record. The Examiner states that "the concept of combining a remote transponder with a GPS receiver and to transmit a location signal based on information provided by the GPS system is well known in the art as taught by Petite et al.". This does not answer the question of how or why Petite or any other reference would suggest the incorporation of the GPS feature into a remote unit for activating and deactivating a vehicle alarm system. The suggestion for doing this can only come from the present application, in other words, by hindsight.

Claim 19 also recites that the portable unit has a 1) first activation button for initiating an infra red alarm signal to the vehicle to activate or deactivate the alarm signal in the vehicle and 2) a second activation button for generating an alarm signal to be transmitted along with the location and identification information signal. For the same reasons given above, this combination of features is not suggested anywhere in the art of record.

Claim 19 further recites that the combination vehicle alarm and personal locator system includes a plurality of operation stations positioned throughout the world, and a central station for receiving continuous location and identification for said portable unit, the central station upon receiving an alarm signal alerting an operation system nearest to the portable unit for providing assistance to the holder of the portable unit. This combination of features, ie, the central station and the operation stations positions throughout the world, is also not found or suggested anywhere in the art of record.

Both claims 1 and 19 are very specific to the present invention and, for the reasons given above, it is urged that the claims are drawn to patentable subject matter, and should be allowed.

Applicant requests that the amendment be entered and the application be passed to issue.

A favorable action is solicited.

Respectfully submitted,



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